4404 TIPS (1)
1A

Lubricate front end with wheels off the ground, allows grease to get under the lower king pin.

Transmission oil pump - located on counter shaft standing at the transmission - lower left corner. Check pump easily be removing the plug on the rear bearing cap of the main shaft - loosen it up and start engine and oil should seep out around the plug, this indicates proper working condition.

Clutch release bearing
keep it lubricated + adjusted properly. 5-6 Thousand mile intervals

Air cleaners - if engine starts smokin', it's a good possibility that the air cleaner is dirty + stopped up. restriction on air produces exhaust smoke.

Fuel injectors - check them by removing the valve cover and using a screw driver and hold down on each injector while the engine is running, and cut it out and stop it from hitting and if it quits smokin ~~this~~ indicates on the one you cut out - This indicates that you could have a bad injector or a bad valve. most of the time it's a bad injector needs to be checked + cleaned.

Keep valve clearence and rock adjusted properly. - will cut down on some of the smokin. Valve clearence - 13 (cold?) and 15 (no cold?) checked every 75-80 Thous. miles.

Keep rock adjusted properly - make sure your getting Full Throttle.

Engine Temp. Keep radiator core clean by high pressure cleaning with engine running @ 1500 rpm. Scoops at radiator grille will cool engine Temp up To 10°

Wheel bearings checked every 50-75 Thous. miles

wheel bearing

Adjust inner nut up tight and back off 1/4 Turn Then put on lock nut - put it on Tight - good adjustment Then.

Steering - gears at the bottom of the steering shaft in the tool compartment under the driver. Two bevel gears get very little attention. Check Propeller shaft between these gears and steering box and Tie rod ends (for looseness)

Loose Bolts checked + tightened

Shifting Rods - check grommets

Accelerator cable - check + Lubed.

Radius Rod Bushings - worn on back can dog Track, or clutch jumping + grabbing. Bolts on brackets good + Tight + keep it Tight.

If engine suddenly stops going down the roads. - Check air horn in breather to see that it's open. Take air line loose from kill switch on the cylinder head and check and see if air is getting to that with ignition on. If air is getting to it, it will shut you down. You can plug that line to get coach running if still won't start check rack.

It's not always the air solenoid - very frequently the electrical side of the switch could be at fault

Bus Parts - Oklahoma City

Jefferson Truck + Bus Repair
1317 West Greenhole
405-272-0213 OLD
Bus Parts

Ron's Bus Repair
1800 S. Meridian
OK City OK
405 681-0788
Good Mechanic

B+K maintanence Co.
Bus + Truck service
1124 S. Santa Fe
O.K City OK
405-239-7944

4104 Tips 2A

Transmission shifting

Check clutch linkage adjustment
worn linkage parts
worn shifter Rod parts

Double Clutching Not required

The more lost motion in shifter rails, the harder it is to coordinate smooth shifts
All clutch or shifter parts are well greased or lubed.

Recomendation → Drain and refill Transmission (21 pts) with a 50 WT synthetic Lubricant. Mobil TRANS SHC 50 (Best results) smoother shifts - Less wear

Shift Bulkhead rails sometimes will Break.

Baggage + Rear Comp.

Emergency shift rails - if breakage occurs have a piece of 12" piece of 3/4" I.D. water pipe and drill + Tap Two 1/4" holes at each end about 1" + 2" from end of pipe. Slide pipe over broken ends + Tighten bolts - away you ga

Ride height -

Between air bags Their is a rubber axle bumper / should measure 1 3/4" from surface to the crown of the rubber - between crown of bumper to rest plate should be 3" on front and 3 3/4" on rear. with coach air pumped up with 120 PSI air.

Air Compressor fresh air intake line should be at least 7/8" dia inside - the larger the better. 1" to 1 1/4" are excellent

windsheild wipers (Air)

To get maximum performance Air filter in air line directly in front of the steering column and below the left wiper motor. Remove air filter element + clean in carb cleaner or Gunk - if strainer is too bad take a high quality steel wool for a replacement strainer - soak steel wool in a rust inhibitor fluid. (WD-40 or similar.)

2-B

Battery Cables

Removed + Cleaned once a year @ bus bar + bulkhead also min - 3ott Thumb size or 3/4" dia. clean aluminum at grnd.

Check emergency engine stop regularly. (@ airhorn) flapper.

Motor supports + engine cradle mountings. at front + rear. Tightening of bolts - or changing supports check all bolts for tightness especially bolt at engine cradle mounting @ bulkhead wall.

Rear Torsion rods - Rear connection - upper - check Bolts - require 400-425 FT. Lbs of Torque Right Rear - upper rod connection is the most critical.

3-A

Rear electrical Comp. Built To be sealed with rubber at door + drain @ floor. important To be dry +

moisture free - 50% of Coach's electrical contained in this comp. Check seals + drain. Clean + paint any corrosion or wood Flr.

Battery Comp.
Cleaned + serviced once a year. Painted with a Flat black anti-corrosive paint - rustoleum or equal quality. Do not paint comp. with aluminum or Chrome type paint.

Engine shut down Carry a plug #4 Aeroquip. or 1/8" Pipe Plug

Differential Lubrication 10 qts.

80 wt synthetic Lubricant

Change every 100,000 miles.

Fan Hub Bolt

Head Lamps

much improvement - grnd wire Existing install new wire in addition

To this wire and connect them to the front framing end wall of the coach. In the maintainence manual to picture of the headlamp - the ground wire is the one with the eyelet. After installing these new ground wires - install a pair of new Halogen head lamps - H6024 this proceedure increase 4x the illumination of the original candle power.

Acceleration is suffered by worn fuel linkages that dont allow complete opening of throttle push pedal + watch you. lever open.

3-B Shifting (hard) linkage becomes worn - needs adjusting to their original measurements (shift Rails) manual Gives specs for much better shifting

ICC valve - located on R.H. side of drivers seat. leaks are cause by diaphram. (Air pressure) "CUT-OFF valve" follow air line from ICC valve. diaphram is not easy to locate.

Door Hinges (comp)

Brakes - soft or ineffective brake sensation when brake pedel is depressed. D-1 (if equipped with eng.) Application Valve Fig 2 Pg 72 - adjustment of STop screw may be needed - but only after all other adjustments + checks are made 1st.

Reverse Gear - (Fig 4 - Pg 273) Clean contacts @ solinoid. seal when closing.